



"Long May They Reign"

CONVENTION BOOK

of the

Vancouver Branch

No. 12



Published in connection with the

SIXTEENTH BIENNIAL CONVENTION

to be held in

Vancouver, British Columbia





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Compiled, Printed and Published by
JOHN ALEXANDER CHARLESWORTH

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VANCOUVER BRANCH No. 12



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THE Federated Association of Letter Carriers, Vancouver Branch No. 12, wish to express their appreciation

To the Patrons and Advertisers who by their hearty financial co-operation have made this book possible, and the coming Convention an assured success.



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307 Mercantile Block

VANCOUVER, B.C.

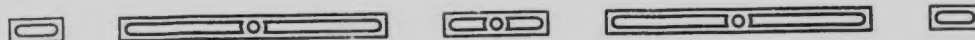
General Post Office Hours

Public Lobby	Daily except Sundays and Mondays	7.00 to 24.00
	Mondays	5.00 " 24.00
	Sundays	Closed
General Delivery Wickets	Daily except Sunday and Monday	5.00 " 24.00
Registration Office and Stamp Wickets	Daily except Sundays	7.00 " 24.00
Money Order Branch	Daily except Sundays	8.00 " 24.00

STATUTORY HOLIDAYS

General Delivery, Registration Office and Stamp Wickets 12.00 " 13.00 only

Statutory Holidays—One delivery, commencing at 8.00. Final collections are made at the General Postoffice for respective deliveries 30 minutes before same commence.



Post Office Officials

VANCOUVER, - VICTORIA - NEW WESTMINSTER

VANCOUVER

J. R. M. Greenfield	-	-	-	-	-	-	-	-	-	Postoffice Inspector, B. C.
J. O. McLeod	-	-	-	-	-	-	-	-	-	Superintendent R. M. S., B. C.
R. G. Macpherson	-	-	-	-	-	-	-	-	-	Postmaster
F. E. Harrison	-	-	-	-	-	-	-	-	-	Assistant Postmaster
G. McCourt	-	-	-	-	-	-	-	-	-	Superintendent Letter Carriers

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E. H. Fletcher	- - - - -	Postoffice Inspector, Vancouver Island
N. Shakespeare	- - - - -	Postmaster
T. A. Cairnes	- - - - -	Assistant Postmaster

NEW WESTMINSTER

D. J. McQuarrie - - - - - Postmaster
C. Lord - - - - - Assistant Postmaster

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Gawne & Daig.

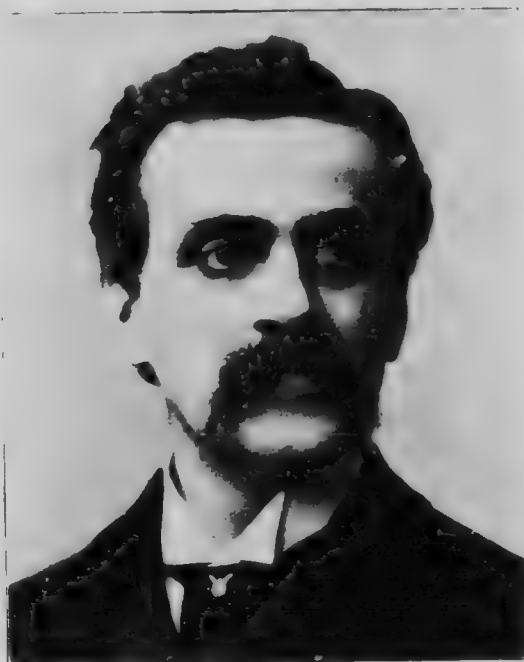
H. A. Slatter.

H. R. Tracey.

TRUNKS

Storey & Campbell, Ltd.

Vancouver Trunk Co.



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Postmaster General



J. R. M. GREENFIELD
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J. O. McLEOD
Superintendent R.M.S., B.C.

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Imperial Bank of Canada

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R. G. MACPHERSON, Postmaster



FRANCIS E. HARRISON, Assistant Postmaster

ROBT. GEORGE MACPHERSON was born at Erin, Ontario, on January 28th in the year 1866, and is the second son of the late A. H. Macpherson. He was educated in Arthur Public School and the Galt Collegiate Institute, and came to British Columbia in the year 1888. He was a member of the Parliament for Vancouver from 1903 to 1908, and was appointed Postmaster of Vancouver in the year 1908, which position he now holds. Mr. Macpherson is married and has a family of three children. He is a Presbyterian and a member of the Vancouver and Terminal City Clubs.



FRANCIS E. HARRISON, Vancouver's Assistant Postmaster. Born at Stratford, Ont., Feb. 1st, 1861, third son of William Dyne and Lucy Harrison. Entered Stratford Postoffice in 1879, where he remained until appointed to the Railway Mail Service, Winnipeg Division, September 1st, 1884. During the Riel Rebellion of 1885 Mr. Harrison was detailed as acting Postmaster at Calgary, and upon the day Riel was captured, transferred the office to Mr. G. C. King, the present incumbent, and resumed his duties in the Railway Mail Service. When the Vancouver Postoffice was placed on a "City" basis on the 7th January, 1895, Mr. Harrison was promoted to the position of Assistant Postmaster. In 1889 Mr. Harrison spent several months in British Columbia on special duty, during which time he opened and was in charge of, under the supervision of Post Office Inspector Fletcher of Victoria, the first office on the Mainland in connection with the Railway Mail Service.

List of Patrons



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Manitoba Loan & Investment Co. Ltd.	Vancouver Financial Corporation.
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Lonsdale Estate.	Dominion Stock & Bond Co. Ltd.
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is incorporated Mahon, McFarland, Proctor.	Martin Shannon.
Postal Securities Corporation.	H. J. Landhl.
Macaulay & Nicholls.	Seeley & Co.
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Johnston's Storage Ltd.	Vanc. Transfer Co. Ltd.	B. C. Transport Co. Ltd.
	King Warehousing Co	

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Postal Notes for certain fixed sums, from twenty cents up to ten dollars, are sold and paid at more than 10,000 Post Offices in Canada.

The following are the amounts for which Postal Notes are issued, together with commission to be paid on each denomination of note:

Amount of Note	Commission	Amount of Note	Commission
20 cents	1c	.90	2c
25 cents	1c	\$1.00	2c
30 cents	1c	1.50	2c
40 cents	1c	2.00	2c
50 cents	2c	2.50	2c
60 cents	2c	3.00	3c
70 cents	2c	4.00	3c
75 cents	2c	5.00	3c
80 cents	2c	10.00	5c

HOURS OF BUSINESS: Postmasters must transact business during the same hours as those which have been established for the sale of Postage Stamps.

POSTAL MONEY ORDERS

The purchase of a Money Order is but the work of a minute and payment is just as prompt.

The Rates of Commission for Money Orders issued in Canada for payment in Canada, Antigua, Barbadoes, Bahamas, Bermuda, British Guiana, Gayman Islands, Cuba, Dominica, Grenada, Guam, Hawaii, Isle of Pines, Jamaica, Montserrat, Nevis, Newfoundland, Phillipine Islands, Panama Canal Zone, Porto Rico, St. Christopher, (St. Kitts), St. Lucia, St. Vincent, Tobago, Trinidad, Tutulla, (Samoa), Turks Islands, Virgin Islands and the United States are as follows:

On Orders up to \$10.00	5c
Over \$10 and up to \$30.00	10c
Over \$30 and up to \$50.00	15c
Over \$50 and up to \$60.00	20c
Over \$60 and up to \$100.00	25c

Payable in the United Kingdom, British and all other countries upon which Money Possessions (except those mentioned above), Orders may be obtained, are as follows:

If not exceeding \$5.00	5c
Over \$5 and not exceeding \$10	10c
Over 10 and not exceeding 20	20c
Over 20 and not exceeding 30	30c
Over 30 and not exceeding 40	40c
Over 40 and not exceeding 50	50c
Over 50 and not exceeding 60	60c
Over 60 and not exceeding 70	70c
Over 70 and not exceeding 80	80c
Over 80 and not exceeding 90	90c
Over 90 and not exceeding 100	1.00

There is no exchange of Money Orders with Spain.

Duplicate orders issued free of charge.

Transfer of payment from one place to another and changes in names of persons to whom payment is to be made are effected without any additional charge.

Office hours: 8.00 to 24.00.

For Parcel Post Delivery or Mail Delivery examine the Canadian-made McLaughlin Truck model 4, 1500 lbs. This is the greatest value ever offered in the truck line. Examine it before buying or you will regret it.

McLAUGHLIN CARRIAGE CO., LTD.

Factory Branch, 1219 Georgia Street - - - - - VANCOUVER, B.C.
and in every other important city in Canada

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Vancouver German Press	The Times Printing & Publishing Co., Ltd., Victoria

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TONSorial PARLORS

Herman's Salone de Luxe	Pacific Barber Shop
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OPTICIANS

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To the Letter Carriers of the Dominion

The Coquitlam Terminal Company, Ltd.

Extends to you a hearty welcome.

A WORD TO EACH OF YOU

When visiting cities other than those in which they live, people should endeavor, so far as possible, to form their own opinions as to the city visited—think of its past, consider its present, and study its future.

This is your opportunity—while in Vancouver do not fail to carefully look into the possibilities of Greater Vancouver, bounded by Burrard Inlet, the Pitt and Fraser Rivers, which is destined to become one of the great home and industrial centres of Canada.

It is doubtful whether even we, in British Columbia, have quite grasped the magnitude of its possible development; but we admit that Greater Vancouver, of which Port Coquitlam is a part, must of necessity have a wonderful future.

PORT COQUITLAM

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Growth and Development of Vancouver

The Queenly City of British Columbia



TIME was, and that was not so long ago, when Vancouver was nothing but the last Western outpost of civilization, inhabited for the most part by sturdy pioneers of various nationalities. Even fifteen years ago it was remarkable for nothing but its peculiarities. The wide streets, with their low and straggling buildings, looked out of all proportion; the varied mixture of humanity to be seen on these same streets gave the place an outlandish appearance. There were all manner of places of amusement, and hotel accommodation was pretty much of a joke. Vancouver was the final Western point where the cultured East came into brief contact with the real Wild and Woolly West—that was about all.

But the passing of a few years has wrought a wonderful change in the city. There has been a transformation. Vancouver has outgrown the days of her riotous youth, and has developed into a fair and queenly city. Handsome buildings adorn her thoroughfares; tall office structures give a pleasant perspective to her broad streets. She has become, instead of an outpost of civilization, the mercantile metropolis of a great and prosperous Western country. No city in Canada is better supplied with shops and markets, railways and public utilities, fine homes and churches, schools, colleges and parks, and all the other equipment of a great city.

To appreciate the astonishing growth of the city, one would need to be a second Rip Van Winkle, and come down upon the place after an absence of some years. But an Easterner, who visits the city at intervals of a year or so, will note changes of magnitude that transform its whole appearance.

One might almost fancy that some magician was practising his art on the City of Vancouver and causing it to grow with miraculous rapidity. The skyline is constantly changing. Within the past year several handsome office buildings have been erected in this Western city, and to their number at least six more are being added at the present time. These structures have not been jumbled together, but stand apart from each other over a wide area, and occupy accordingly commanding positions. The result, as viewed from the waterfront, is a widespread expanse of lofty structures that suggest a city of considerable size and importance. New York itself might not feel belittled were a comparison to be instituted between its appearance and that of Vancouver from Burrard Inlet.

In many respects Vancouver looks larger than either Montreal or Toronto, in spite of the fact that its population is still considerably smaller than either. This phenomenon is due largely to the fact that it is more spread out. In Toronto, for instance, business centres principally within a few blocks; in the Coast city it extends along several streets for long distances. One could start from the Granville Street bridge and approach the city through that thoroughfare, passing the fine retail section which has sprung up south of the Vancouver Hotel; then on down the hill towards the intersection of Hastings Street, along that busy street to Main Street, and either continue east on Hastings or south on Main for a considerable distance, and all the time it would be a problem to pick out the point where there was the greatest activity apparent on the street. The distance may not sound long, when expressed in this way; but it would be found tedious enough, even by the most practised pedestrian, were it not for the changing interest of the scene. Neither Toronto nor Montreal could show such a continuous extent of busy thoroughfares, in which one feels at almost every point that he is right in the centre of activity.

The character of the new buildings already referred to is of an entirely metropolitan type. Enter the Metropolitan, the Pacific, the Winch, the Dominion Trust, the Rogers, the Vancouver Block, the Yorkshire

(Continued on Page 22)

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Growth and Development of Vancouver

(Continued from page 20)

Building, and the Birks, to name a few, and the whole aspect of the place suggests the most up-to-date city. Some of these buildings are as luxurious in their fittings and equipment as anything to be found in New York. And why should they not be? They are the product of yesterday, built by the most optimistic of people, who have unbounded confidence in the future of their city. And they are not empty shells; in them are to be found the offices of the business and professional men who are making of Vancouver a great metropolis. There are no empty flats, and very few suites to let. Nearly every inch of space is taken.

In this scarcity of office space is to be found the justification for the erection of the new buildings that are now towering above the city's streets in the last stages of construction, and for the preparations which are under way for the raising of still more structures. Any city, of Vancouver's size, which could show the number of big office buildings going up contemporaneously, at an aggregate cost of millions of dollars, might well boast of its astonishing development. These latest additions to the family of skyscrapers are all being built of steel and concrete, and will be fitted up handsomely.

The expansion of the city thus noticeable in building operations is reflected in the value of the permits issued by the city. Five years ago, in 1907, Vancouver expended \$5,622,744 on new buildings. In 1908 she spent \$5,990,893, a very slight increase. In 1909 this amount had grown to \$7,264,565. Then, in 1910, it jumped to \$11,150,365. In 1911-1912 it towered up to \$17,652,642, tripling the expenditure of five years back. The growth is still more significant when it is noted that twelve years ago permits issued were only \$833,607, which is a less amount than for any single month of 1913.

Looking at the expansion in still another way, it is found that with Vancouver's present area of thirteen square miles, her average building per square mile was approximately \$1,750,000. According to the Vancouver experts, this amount is very much in excess of both Toronto and Winnipeg. In fact, Vancouver, considering its size, was first among all Canadian cities in its building returns in 1912.

Small wonder that the skyline is changing. Of the 2,800 permits issued in 1911, no fewer than sixty were for business blocks ranging in value from \$50,000 to \$550,000. Sixty buildings of this type rising within the business limits would soon make an impression on any city's appearance; and in Vancouver, with its rising ground ascending from the harbor, the result has been most marked.

(Continued on page 24)

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W. A. SQUIRES, Chairman

P. M. BARKER

Growth and Development of Vancouver

(Continued from Page 22)

As a necessary balance to all this activity in the construction of places of business, there has been a corresponding stir in house building and a noticeable extension of the city in all directions. It is estimated that in 1912 at least 2,600 homes were built. As practically all these houses were constructed of wood, a material which admits of artistic treatment, the general appearance of the residential suburbs is a pleasing one. The bungalow style of architecture has been largely adopted, an additional reason for the attractiveness of the average Vancouver home.

The spread of the built-up area has meant the obliteration of the forests which only a few short months ago circled what was then the city. The work of clearing the land has been an expensive one. More than human strength, or even animal strength, has been found necessary to stir the roots of the forest giants which once towered high in the air. Donkey engines and cables are employed to pull out the stumps, and, when once they are loosened, to pile them in great heaps, to be later transformed into spectacular bon-fires. To an Easterner it seems a terrible waste of good material to burn up all this firewood, but at the present time it appears to be the most economical way to get rid of it, so plentiful is the supply. Land clearing is going on constantly all round Vancouver, to make road for the rapidly approaching buildings; and in this respect, too, the appearance of the city is constantly changing. Where yesterday there was a wild and tangled forest, today there stand neat homes and bounteous gardens. To point out this change in particular districts is one of the delights of a Vancouverite.

The expansion of the city is not confined to any one direction or any one quarter, but extends to all possible points of the compass. The Point Grey district, though still a separate municipality, is to all intents and purposes a part of the city. It includes within its bounds Shaughnessy Heights, the fashionable suburb, put on the market three years or so ago by the C. P. R. This section, a wild, wooded hill three summers ago, is now becoming rapidly filled with handsome residences. It was laid out by a landscape artist, and its curved streets, boulevards, parks and ample grounds render it a pleasant contrast to the straight thorough-fairs found elsewhere. Point Grey itself, an area of considerable extent, is being rapidly populated and has become the most fashionable district around Vancouver. South Vancouver, adjoining Point Grey and Burnaby, next to South Vancouver, are filling up, and all along the three trolley lines that connect Vancouver with New Westminster the land has been taken up and houses have been built.

(Continued on Page 26)



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11. E. Bellhouse

3. S. Hague
6. W. Egan
9. G. Churchill
12. T. C. Kilbank

Growth and Development of Vancouver

(Continued from Page 24)

Vancouver a Home City

The attractions of Vancouver as a place of residence are many and varied. First in importance is a delightful climate, and following this are advantages too numerous to be described in detail, including beautiful parks, excellent and well-shaded streets, comfortable and tasteful homes, numerous churches, the best of schools, hospitals, art gallery and library.

Vancouver is essentially a "home city." A very large percentage of the residences are owned by those who occupy them, this being due both to a high degree of prosperity which renders this possible, and to those natural and other advantages which commend this city as a place of permanent residence. The ratio of home owners among those who occupy the thousands of new homes built during the past few years is very large, and the homes show it. A drive through the residence streets discloses whole blocks of new homes that, by their tasteful and well kept appearance, proclaim the fact that they are real homes. Among these are stately mansions and humble cottages, and vying with each other in attractiveness, for the little home can be as inviting as the large, especially where graceful foliage and beautiful flowers contribute to the scene.

Vancouver's Advantages

Vancouver enjoys advantages of location, climate and surroundings that render it an ideal spot for the building of a great metropolis. This city will have the industries rendered possible by the power of the streams of nearby mountain ranges. It will be the point of manufacture for the products of the mines, the forests and the soil of the great interior of British Columbia, as well as the centre of distribution for the greater part of Western Canada.

An aggressive and well directed activity will assemble here the principal industries growing out of the development of the contiguous territory and the bulk of the growing trade of a developing empire. The united effort by the people of this city to make the most of the splendid advantages of location and environment is the city of the hour. Cities do not grow by chance. Business and industry seek centres of the greatest natural advantage.

Great industrial enterprises for handling the raw products of this territory will be the most striking development of the next decade. Vancouver will have these. The great hydro-electric power lines will concentrate here the energy of a thousand waterfalls; the products of the farm, the orchard, the forest and the mines, and the seas, will be assembled here for manufacture into finished articles of commerce. This is the logical place for these activities.

A treatise on Vancouver would be incomplete if a little space were not devoted to the lumber industry. The big mills of Vancouver eat up millions of feet of lumber annually.

British Columbia lumbering operations are in a degree commensurate with the gigantic trees which the loggers fell. There are mills in Vancouver the size and capacity of which are astonishing. Conceive of saw mills capable of cutting over 300,000 feet of lumber in ten hours. The little crossroads industries familiar to most Easterners are thrown in the shade by such huge undertakings. There are two hundred and seventy lumber industries in British Columbia, with a daily capacity of 5,500,000 feet, and 100 shingle mills in the Province turn out 30,000,000 per week. Shingles produced monthly in British Columbia, if placed end to end would make a path fourteen times round the world.

Statisticians figure that there is now invested in the industry between 150 and 200 million dollars of capital, furnished principally by British, United States and Eastern Canadian investors. As the prices of lumber are advancing, and as stumpage values are lower than in any other part of North America, opportunities for further profitable investment of capital seem favorable.

In a sense the lumber industry in British Columbia, taking a long series of years, has not been a prosperous one, though owners of mills and timber limits have as a rule become wealthy. For a long time the industry was in a depressed condition. The foreign trade in lumber has always been a limited one and has not increased in proportion similar to local demand. Until the Middle West had been fully opened up by settlement, there was little else than local demand to depend upon. The Northwest market fluctuates with crop returns, which occasionally induces over-production. On the whole, however, the industry has grown to large proportions and of recent years has passed into stronger hands, while the almost phenomenal growth of local demand is a factor of importance. The general tendency to a decrease in the continental supply, together with an existing era of prosperity, has boomed the industry appreciably of recent years.

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THE POST OFFICE SYSTEM



HE postoffice system has its rise in Rome in the time of Julius Caesar, who established military stations and had couriers ride daily from one post to another, carrying official messages. In this plan the city of Rome was in constant communication with all parts of the Empire.

In times of peace these messengers were allowed to carry private letters for soldiers, and later they did the same service for anyone who would pay for it.

Many centuries elapsed before lines of coaches were established in Europe, and private individuals competed with one another for the business of carrying letters, parcels and people.

This competition by individuals, many of them irresponsible and rapacious, continued in England until 1657, when the Government took the matter in hand and farmed out mail routes.

Benjamin Franklin was the first Postmaster General in America. In those days all mail was carried by contractors, and continued long after railroads were installed, until one railroad bid against another, just as the coach owners had done to secure the contracts.

In 1785 there were only about 85 authorized postoffices on this continent. All the small taverns had their little rows of boxes, and the place where you got your toddy, you received your mail. In England the coffee-houses were really private postoffices.

In 1863, in America, the rates of postage were based upon the distance the letters had to be carried.

In that year Ralph Waldo Emerson wrote this in his Journal: "I have written several letters to our dear Henry Thoreau, who is in New York. I am now on the lookout for someone who is going there, as post rates are not for poor people."

The separation of letters and printed matter came about in the stage-coach times, when the mail was carried on horseback by relay riders. Packages went on wheels; and as roads were often bad, the transportation was slow, and, of course, no one could expect packages to be carried on horseback.

Up to 1860 the mails contained nothing but written or printed matter—all merchandise was left to the express companies, and it was that the express companies got their start.

In 1860 there were only 70 railway mail clerks in Canada and America; now there are more than 12,000. The first free delivery was inaugurated in 1863; and the money order system came one year later.

In 1873 the franking privilege was done away with, except for strictly Government business; but that was possible for an M. P. to send his laundry work home by mail, probably it would have been permissible to ship a piano the same way.

Now today we have the parcel post. We get the name "parcel post" from England. In Great Britain the parcel post does the work better and cheaper.

The postoffice department is indispensable—it is vital to us all—we use it every day. If the mail carrier does not arrive on the minute, we lodge complaints. The postoffice is the chief method of man's communication with man, the servant of commerce, and is the one feature of Government that represents the brotherhood of man or solidarity of the race.

(Continued on Page 73)



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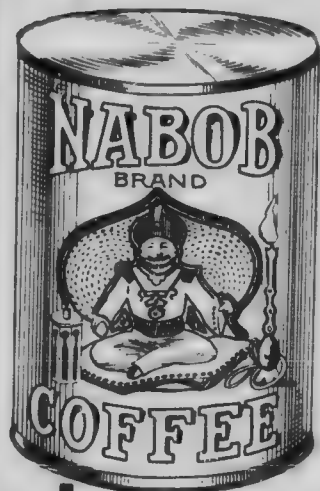
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OCERS

Vancouver Post Office



POSTAL services of the different provinces of Canada are organized and controlled entirely by the Federal Government. Whilst, however, uniformity of service is thus secured, the conditions amidst which postal affairs are conducted are gradually improving year by year.

Especially so is the case in British Columbia. The distances in the Province to be covered are frequently prodigious; railway transport, which is rapidly developing, is still in its infancy; there exists over vast tracts of country a population so scattered as to make anything in the nature of a regular postal delivery financially impossible.

It is inevitable, therefore, that the efficiency of the postal arrangements within British Columbia should be gauged by a standard very different from that applicable to countries in which such difficulties do not arise.

The most important postoffices of the Province are to be found in Vancouver, Victoria and New Westminster. The classification is a simple matter, since in these cities are to be found postmen regularly employed by the Dominion Government.

Of the largest, and by far the most important, is the office at Vancouver. This office stands at the point of intersection of the two important thoroughfares, viz., Granville and Hastings Streets. It is architecturally worthy of its important duties. This massive stone edifice, erected at the cost of \$500,000, is, however, barely able to cope with the ever-increasing work of the Department. For business purposes the office is divided into nine departments:

Forwarding Department,
City Staff Department,
Registration Department,

General Delivery Department,
Money Order Department,
Letter Carriers' Department,

Foreign Dispatching Department,
Postal Stores Department.

The business done by the department known as the "General Delivery" ("Poste Restante") assumes formidable proportions. It is calculated that no less than 35,000 to 30,000 letters pass through this department within a week.

The total staff employed by the office includes 112 clerks and 161 letter carriers, a few of whom work at night, so that the work of this office may truthfully be said to be continuous.

In addition to the posting facilities at the main office there are 23 sub-postoffices, and 393 street letter boxes and 85 parcel boxes which are collected by four parcel post carts, and nine street letter box collectors, and 15 mail carts transfer all mail from and to the boats and trains.

One hundred and ninety mails are dispatched to different points daily and 190 are received. The number of letters handled by the postoffice daily total to about 250,000 to 275,000. Seven trains, twelve steamers, seven electric trains and five stage routes leave Vancouver daily for different inland and coastal points.

In the districts so far untraversed by the railway, the delivery of letters is undertaken by various express companies; and in still wilder or more inaccessible regions of the North, a solitary individual will generally contract to carry the mail, often by means of dog teams and canoes—an undertaking that entails long journeys through all dangers of the extreme Canadian Northern winter.

A house-to-house delivery is impossible under existing conditions, and letters are conveyed to a town in the centre of a district, from which settlers themselves fetch their mail. In Central British Columbia the

(Continued on page 44)

LONSDALE ESTATE NORTH VANCOUVER

WATERFRONTAGE - TRackage
BUSINESS AND RESIDENTIAL PROPERTY

ADMIRABLY SITUATED
BETWEEN FIRST AND SECOND NARROWS

For full particulars apply to

LONSDALE ESTATE OFFICE

Phone Sey. 2835

526 Winch Building, Vancouver, B.C.

LETTER CARRIERS, VANCOUVER



1. H. Clark
4. R. Wilson
7. C. O. Davidson
10. P. R. Caldwell

2. A. J. Collinson
5. O. M. Hungerford
in Charge North Vancouver.
8. F. Jarrett
11. A. McGregor

3. J. Barnes
6. G. W. Blake
A. D. Johnston
R. Lamont

CLOSING HOUR OF MAILS FOR ALL POINTS IN CANADA

ATLIN, YUKON AND SKAGWAY:

Closing Hour—Every Saturday during summer, and every alternate Saturday during winter
Arrival of Mail—Every Monday during summer, and every alternate Monday during winter

Province of	Closing Hour	Mail Arrivals
Quebec	Daily 7.50 12.50 12.30	12.45 21.30
Ontario	" 7.50 12.50 18.30	12.45 21.30
Manitoba	" 7.50 12.50	12.45 21.30
Maritime Provinces	" 7.50 12.50 18.30	12.45 21.30
Alberta	" 7.50 12.50	12.45 21.30
Saskatchewan	" 7.50 12.50	12.45 21.30
South Vancouver	Dly. ex. Sun. 8.00	Dly. ex. Sun. 13.00
North Vancouver	" " 7.30 10.20 12.20 16.20	" " 9.20 12.20 15.20 18.20
Victoria	" " 9.20 13.20 22.30	" " 7.00 16.00 19.00
New Westminster	" " 5.50 9.00 10.00 14.20 15.20 15.50	7.00 9.00 11.00 15.30 17.30 20.30
Prince Rupert	Wed and Sat. 21.00	Tue. & Fri. (Uncertain)
Nanaimo	Dly. ex. Sun. 14.20	Dly. ex. Sun. 10.30

Registered Mail closes 30 minutes previous.

The closing hour for mail for the United Kingdom at the General Postoffice, Vancouver, is 7.30, 12.50 and 18.00 daily.

Mail from the United Kingdom (via Canadian ports only) arrives in Vancouver on Tuesdays and Thursdays (Time uncertain.)

The closing hour for United States unregistered mail matter (all points) at the General Postoffice, Vancouver, is 9.15, 15.00 and 23.00 daily.

Closing hours, registered mail matter, Western States, 8.30 and 23.30 daily

Closing hours, registered mail matter, Eastern States, 6.50 and 12.20 daily

United States unregistered mail (all points) arrives at the General Postoffice, Vancouver at 8.00, 1.00, daily.

Registered matter arrives daily, Western States, 8.00, 16.00

Registered matter arrives daily, Eastern States, 12.45, 23.30.

Australian Mail—Once a month via San Francisco, and every four weeks via direct steamer. Mail arrives in

Vancouver six times a month. (Time uncertain.)

New Zealand Mail—Twice a month via San Francisco, also every four weeks by direct steamer. Mail arrives

from New Zealand in Vancouver three times a month. (Time uncertain.)

Honolulu mail arrives twice a week via San Francisco, also every four weeks via direct steamer. (Time uncertain.)

The hour and dates for China and Japan—Mail closes:

Vancouver mail closes once every three weeks for China (Hongkong, Shanghai, etc.), Japan and Yokohama once every three weeks, from April to September, inclusive, and once every four weeks the rest of the year.

CANADIAN MADE BILLIARD TABLES

High Cost of Importing American Goods Abolished.

WE now manufacture in Canada, Carom and Pocket-Billiard Tables, Regulation Bowling Alleys, and Billiard and Bowling Accessories, for Clubs, Y.M.C.A.s, Institutions, Lodges, Homes, Billiard Rooms, etc., — *the kind that satisfy.* Home made—built by Canadian workmen—every man a specialist in his line.

HOME OF CANADA'S BILLIARD SUPPLY.
— It's Birthplace is Proof of Good Quality. —



Our new Toronto Factory. Equipped with most modern machinery known to science and genius. Is one of the finest cabinet woodworking plants in existence, and largest Billiard Table factory in the Dominion.

ALL grades from the cheapest to the best to suit requirements. Duty on imported goods now eliminated. Large stock always on display at our various Warerooms.
LOW Prices, Easy Terms and High Quality equals those in American Market. The exquisite designs, careful construction and character of workmanship in each process of manufacture will be maintained up to the highest standard of excellence.

WE sell direct to the trade from our factory, through our salaried representatives. No middleman's profit or agent's commissions are figured.

OUR Facilities are unexcelled for expeditious and unlimited output throughout Canada. Our Goods are Home Products—Home Built and Home Distributed.

Handsome Art Catalogs furnished gratis upon application to our nearest office. Requests should include general information of requirements.

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Winnipeg, Man., 9 Princess St.
Edmonton, Alta., 655 First St.
Vancouver, B. C., 652 Beatty St.

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An umbrella and walking stick in one

Useful, strongly made and long lasting.
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HIGH QUALITY LOW PRICE

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VANCOUVER, B.C.

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of insurances for protection of their depend-
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The service is that of an organization perfected by 75 years of conscientious effort in the compiling and distribution of information reflecting on the credit standing of merchants, traders, etc., throughout the world.

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Edmonton, Alta.	Montreal, Que.	St. John, N.B.
Halifax, N.S.	Moose Jaw, Sask.	Saskatoon, Sask.
Hamilton, Ont.	Ottawa, Ont.	Toronto, Ont.
Lethbridge, Alta.	Quebec, Que.	Winnipeg, Man.
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In Western Canada the system has been extended in keeping with the country's development. Seven (7) offices established within the past five (5) years.

Collection Department offers unequalled facilities.

J. B. GIFFEN, District Manager
Canadian Pacific Coast

VANCOUVER, B.C. Molson's Bank Bldg.

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WILL NOT TEAR THE CLOTHES
OR HANDS

Made by the E. B. EDDY CO.
In HULL, CANADA

AND SOLD ALL OVER CANADA

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 4. J. L. Charlton
 7. A. Strang
 10. C. W. Askman

2. A. R. Cook
 5. R. Orr
 8. D. C. Hetherton
 11. C. M. White

3. F. W. Berry
 6. D. Samson
 9. J. G. Kennedy
 12. J. Kelth



Write for particulars.

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The Largest Private School and Gymnasium in
Western Canada

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VANCOUVER, B. C.

Do you know Chet. MacIntyre ?

If not, then the loss has been yours

Chet. MacIntyre, the well known physical culture class instructor, says: "You can't fool Nature; the man who works indoors must vitalize his forces if he wishes to remain efficient; it's the red-blooded men that do the most business. I have never been able to determine just why otherwise keen, astute, business men, pay so little attention to their biggest business asset—HEALTH. If one per cent. of the thought and consideration given to an ordinary financial investment were devoted in effectively fooling a disorganized system, there would be less brain fog and very few men with shattered nerves.

I have in my classes some of the best known ladies in the city, who attend here daily from 10 a.m. to 12 p.m.

The hours for gentlemen are from 12 p.m. to 7 p.m., during which time some of Vancouver's most prominent business men attend my gymnasium. This gymnasium is undoubtedly the largest private school in Western Canada; the temperature and ventilation are perfect."

Mr. MacIntyre wants to meet you. The patrons he is now taking care of are more than pleased. He will tell you the names of some of them if you will only call upon him. He is ready to take care of a few more business men who are not just feeling fit. It won't do any harm to see Mr. MacIntyre; he may be able to diagnose your case. A sedentary life is not natural. Proper exercise therefore must counteract that influence. Science has done away with the old rough and tumble form of physical training. There is nothing drastic in Mr. MacIntyre's course, the exercises are pleasant and scientific application is given in individual cases. Mr. MacIntyre personally supervises every client. The following facilities and departments are offered: Massage Department; Shower Baths; Vapor Bath; Full course in Boxing and Wrestling, etc., etc.

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WHY NOT ASK YOUR GROCER ---OR YOUR GROCER'S WIFE?

The latest addition to the list is---

"Malkin's Best" CANNED TABLE FRUITS

in heavy syrup, large 2 1/2 lb. tins, selling in Vancouver at 35cts.

Such as LEMON CLING PEACHES, in halves or sliced; MOORPARK APRICOTS; BARTLETT PEARS; ROYAL ANN CHERRIES; Etc.

"Canned Contentment"
IN TABLE FRUITS

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VANCOUVER, B.C.



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 Corner Canadian Bank of Commerce, on the right the Rogers Building, on the left Imperial Bank, extreme left Bank of Ottawa

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Capital Paid up \$15,000,000
 Rest 13,500,000

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 in Great Britain, No. 2 Lombard Street, London; in Newfoundland, St. John's

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Deposits of \$1.00 and upwards received, and interest allowed at current rates

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Main Office	698 Hastings West, cor. Granville	Hastings and Cambie Branch	198 Hastings West
Commercial Drive Branch, 1660 Commercial Drive, N.E.		Kitsilano Branch	Cor. Fourth Ave. and Yew Street
cor. First Avenue West.		Mount Pleasant Branch	2409 Main, Near Eighth Ave.
East End Branch	450 Main Street	Powell Street Branch	1501 Powell Street
Fairview Branch	2148 Granville, N.E. cor. Sixth Ave.	South Hill Branch	Cor. 48th and Fraser Ave
North Vancouver Branch			104 Esplanade

BITULITHIC PAVEMENT Has the following attributes:

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VANCOUVER, B. C.

INLAND POST

Inland post comprehends all matter deposited in a post office in Canada for delivery either from the same or any other postoffice in Canada. Such matter is divided into four classes —

(1) Letters, postcards and all matter either wholly or partly in writing or typewriting except the manuscript of books or newspapers and certain documents of the Dominion and Provincial Governments and of municipal authorities, which belong to Class 1

(2) Newspapers and periodicals

(3) Printed matter not included in Class 2, samples and certain miscellaneous matter

(4) Merchandise.



Vancouver and It's Environs



HOUGH the history of Vancouver as a city dates back to 1886, the foundations of the commercial capital of the Province may be said to have been laid nearly a quarter of a century earlier. When, in 1862, Jack Morton, a native of Yorkshire, England, built his log hut in the shadow of the forests fringing Burrard Inlet.

Other settlers, tempted by the tales of richness of the soil and the mildness of the climate, soon joined the first pioneer, and within a short time a number of similar dwellings surrounded his once solitary cabin. This early settlement, known as Granville, continued to grow, though but slowly; and when, in 1886, the Canadian Pacific Railway was extended from Port Moody to the Coast, less than 1,000 people shared the pineboard village that marked the site of Morton's early camping place.

Something of what the future held in store for the locality may possibly have been conjectured by Sir W. C. Van Horne, at that time Chief Executive Officer of the Railway; but it may safely be assumed that the resources and extent of Vancouver as we know it were undreamed of, when by a fortunate choice he suggested the name it now bears.

The year of its birth, however, was an ill-fated one for Vancouver, for on a summer's day in June a disastrous fire broke out and the entire town was burnt to the ground. So complete was the destruction wrought that after the conflagration the City Councillors were obliged, for lack of a building, to meet in a tent.

At that time timber was practically the only material used in the construction of dwellings, and to this fact must be ascribed both the wholesale nature of the disaster and the rapidity with which it was made good, for wood there was, of course, an unlimited supply. At any rate, when, in the following year, the first transcontinental train steamed into Vancouver, much of the town had been rebuilt.

It may be noted in passing, as a matter for regret, that the railway was allowed at this time to absorb the entire waterfrontage of the city.

Owing to probably the anxiety of the townsmen to secure proper docking and railway facilities, the scenic worth of the magnificent harbor was ignored, and an asset of incalculable value definitely lost to Vancouver.

During the twenty-five years that have elapsed since the advent of the railroad, the growth of Vancouver has been phenomenal.

St. Francis Hotel

VANCOUVER, B.C.

NOT THE LARGEST BUT
THE BEST

One block from Post Office.

In the centre of the financial

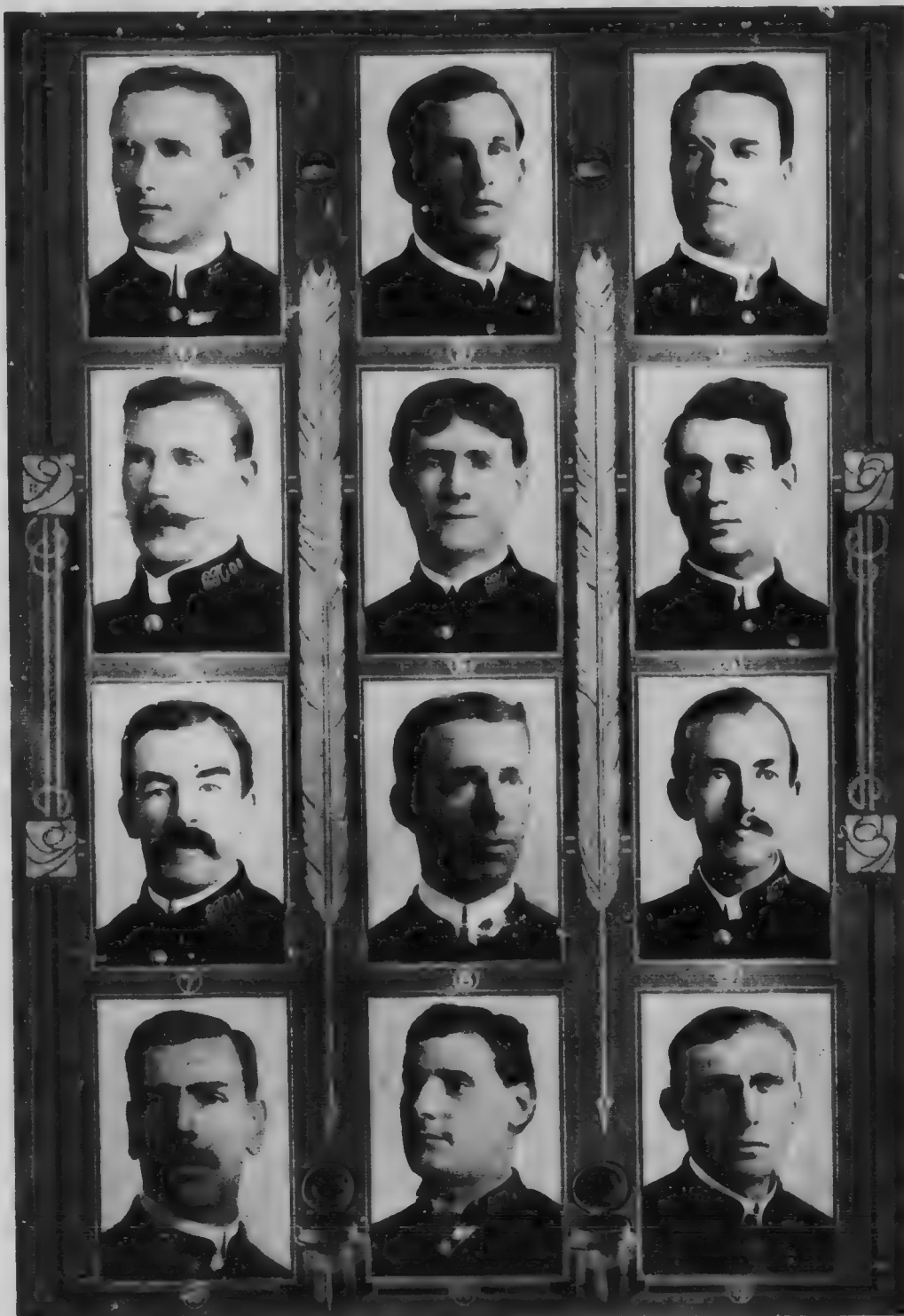
district, facing the new C.P.R. Grand Boulevard, and million dollar depot. The most homelike hotel in the city, accommodations far surpassing what rates would indicate.

Everything modern and strictly first class. Special rates to convention delegates. American and European plan.

D. MACKAY

PROP.

LETTER CARRIERS, VANCOUVER



1. A. McLellan
4. J. Griffiths
7. A. H. Caplin
10. R. C. Davidson

2. F. Brandon
5. F. W. Walsh
8. H. Turner
11. J. S. Harlock

3. A. Wyborn
6. J. A. Evans
9. C. A. Mills
12. W. Schultz

LETTER POSTAGE

Letters posted in Vancouver, addressed for delivery in Vancouver or within the district covered by Letter Carrier Delivery, one cent per ounce or fraction thereof.

Letters addressed to places in Canada and the United States, Mexico, Great Britain, Bahrain, Guadur, Muscat, Egypt, British Postal Agencies in Morocco and all parts of the British Empire, as Aden, Ascension, Australia, Bahama Islands, Barbados, Buchuana'land, Bermuda, British Central Africa, British East Africa, British Guiana, British Honduras, British India, Ceylon, Crete, Cyprus, Cape of Good Hope, Falkland Islands, Fiji, Gambia, Gibraltar, Gold Coast Colony, Hong Kong; also the British Postal Agencies in China, viz.: Amoy, Canton, Foochow, Hankow, Hoihoa, Liu-Kung-Tau (Wei-Hai-Wei), Ningpo, Shanghai, Swatow and Tientsin, Jamaica, Johore, Lagos, Leeward Islands, Malay States, Natal, Newfoundland, New Zealand, Niger Coast Protectorate, Niger Company's Territories, Rhodesia, Sarawak, Seychelles, Sierra Leone, Straits Settlement, St. Helena, Tobago, Trinidad, Tuks Island, Uganda, Windward Islands, British North Borneo, Labuan, Mauritius, Malta, Zanzibar, Transvaal and Orange River Colonies) two cents per ounce or fraction thereof. All other Postal Union countries 5 cents for first ounce or less, and 3 cents for each subsequent ounce or fraction thereof.

Letters to any place in Canada insufficiently prepaid will be forwarded and charged double the deficiency.

Letters posted wholly unpaid to places within the Dominion and the United States, and letters addressed to the U. S. not prepaid at least one full rate (2 cents) will be sent to the Dead Letter Office.



The Most Wholesome Of All Beverages

Brewed from the very best B.C. and Bohemian Hops
—Western Canada Barley Malt—and Capilano Water.

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is brewed clean, bottled clean, and pasteurized before
leaving the brewery.

Pints 6 for 50 cents; quarts 3 for 50 cents, at all dealers.

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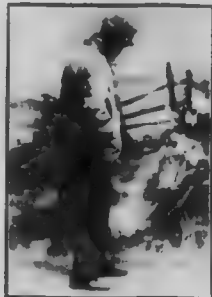
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VANCOUVER, B.C.

The Secret Service Bureau

319 Pender Street, Vancouver, B.C.



Mr. Johnston as a Hobo

is strictly what its name implies, Mr. Johnston being the mainspring of very intricate detective machinery for investigating mysterious disappearances, the antecedents and daily habits of suspected persons, commercial and private affairs.

Mr. Johnston only employs those as detectives who have established reputations for integrity, shrewdness, and tenacity of purpose, discarding the old maxim of set a thief to catch a thief. The honest mind guided by an upright purpose is Mr. Johnston's motto.

It is said Mr. Johnston is master in the art of disguising, but this is very rarely necessary; as it must be apparent to everyone that, owing to the large amount of detective work which comes



Mr. Johnston as a Navy

A Detective's Advice:

Before employing a Private Detective, if you don't know your man, ask your legal advisor.



Mr. Johnston in his Private Office

The Detective

must have a wide range of knowledge and be able to analyze his work as the scientist.



Mr. Johnston as a Collier

through Mr. Johnston's hands, it would be impossible to grapple with except by the aid of a large staff of assistants. These ladies and gentleman are in all walks of life, and moving in all classes of society, therefore it is seldom necessary to resort to the art of disguise, Mr. Johnston being the mainspring in a very intricate piece of mechanism which is always in motion.

Strictest secrecy. Information most successfully obtained. Long experience has taught the best, safest and least expensive methods of investigation. In connection with his offices, 103-104-319 Pender Street W., Mr. Johnston conducts a Rent Department and has an efficient Bailiff staff in attendance.



Mr. Johnston as an Italian Organ-Grinder

If in Trouble See **JOHNSTON, The Secret Service Bureau**
319 PENDER STREET, VANCOUVER, B.C.

LETTER CARRIERS, VANCOUVER



1. F. W. Wright
4. W. Mayne
7. C. J. Tanner
10. A. L. Dunlop

2. A. G. Ellans
5. P. F. Piper
8. W. H. Sanders
11. W. J. Derrick

3. J. Halfnights
6. J. Holland
9. J. McLellan
12. W. H. James

Parcel Post to British and Foreign Countries

Direct parcel post exchanges are in operation between Canada and the countries mentioned in the following table, the rate and limit of weight being as specified in each case.

RATE OF POSTAGE

	For First Pound	For Each Subsequent Pound	Limit of Weight
Australia	24 cents	24 cents	11 lbs.
British Guiana	12 "	12 "	11 "
Barbadoes	12 "	12 "	11 "
Bermuda	16 "	12 "	11 "
Fiji	16 "	16 "	7 "
Grenada	25 "	25 "	11 "
Hongkong	16 "	12 "	11 "
Japan	20 "	20 "	7 "
Jamaica	12 "	12 "	11 "
Leeward Islands	12 "	12 "	11 "
Newfoundland	12 "	12 "	11 "
New Zealand	12 "	12 "	11 "
St. Lucia	12 "	12 "	11 "
St. Vincent	12 "	12 "	11 "
United Kingdom	12 "	12 "	11 "

Vancouver Post Office

(Continued from page 10)

mail is conveyed from Ashcroft, on the main Canadian Pacific line, to Barkerville, a distance of 265 miles, by stage coaches owned by the British Columbia Express Company.

There are more than 600 postoffices within the Province, many of which are operated by storekeepers. The storekeeper receives payment from the Dominion Government according to the actual amount of postal business transacted through his store. The railway and steamship companies are subsidized according to mileage.

It only remains to say that the postal service in British Columbia, which for so many years was conducted by the Dominion Government at financial loss, now yields a profit.

As illustrating the growth of the postal matters in Vancouver, and the Province in general, it may be mentioned that the revenue derived from the sale of postage stamps is estimated by competent authorities to increase by 25 per cent. every year. The figure at present stands at well over \$1,600,000.

BUILDING MATERIAL SPECIALISTS

Cement, Plaster, Lime

BRICK PRESSED BUILDING BRICK
FIRE BRICK AND CLAY

Sewer Pipe. Flue Lining. Plaster
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EVERYTHING FOR THE
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BEST QUALITY, SERVICE AND
PRICES

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Limited

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Expert Packing, Moving
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Oldest and Largest Storage
Concern in Western Canada

Main Office

847-863 Beatty Street VANCOUVER, B.C.



THE MERCHANTS' BANK OF CANADA, No.1 Hastings St.,
Savings Bank Department and General Banking Transactions. FRANK PIKE, Manager

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For a limited period we shall offer a number of rebuilt No. 7 Remington Typewriters, conceded to be the best Remington ever built, at \$25.00 cash or \$27.50 on terms of \$7.50 cash and \$5.00 per month.

This is an ideal practise machine for a boy or girl who has commercial inclinations, and after it has served its purpose in this respect, will give many years of good service

Come early for first choice.

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We are headquarters for reliable information regarding the new camp. Maps, pictures and gold nuggets on display, which you are invited to see. Booklets, map and a copy of our Monthly Magazine filled with late information regarding Shushanna, free. Call at our offices, or write for it today.

**AETNA INVESTMENT &
TRUST COMPANY, Ltd.**

Winch Building

739 Hastings St. W.

Vancouver, B. C.

REGISTRATION—INLAND

All classes of mail matter sent by post within Canada may be registered, and the attention of the public is drawn to the fact that it is advisable to register all letters or packets containing money or other valuable articles. Registration fee on all classes of mail matter 5c in addition to postage; acknowledgment of receipt of registered articles 5c, in addition to registration fee and postage.

REGISTRATION—BRITISH AND FOREIGN

With the exception of parcels sent by parcel post, all classes of mail matter addressed to Postal Union countries, and included in the regular mails, may be registered on payment by stamp of registration fee of 5c.

All registered matter must be fully paid, or it will not be forwarded, but sent to the branch Dead Letter Office by first mail.

POSTOFFICE SAVINGS BANKS

Sums of \$1.00, or any multiple of \$1.00, can be deposited. Interest three per cent.

Any person may have a deposit account, but the total deposits of each year (ending 31st March) in such account must not exceed \$1,500, and the maximum balance, exclusive of interest, at the credit of any such account, is limited to \$5,000.

\$10 CASH

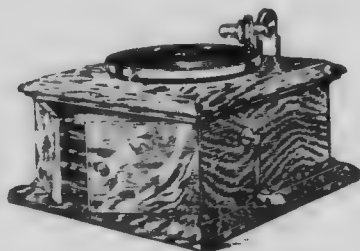
The balance at \$5 per month
places this

VICTOR VICTROLA

and 15 10 inch double sided
records in your home

Price

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Columbia Paper Company, Ltd.

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PHONES: SEYMOUR 8181 AND 8822



Wrapping Papers, all kinds
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10 J. R. Hine

2 H. P. Evans
5 F. Bean
8 J. J. Dodd
11 J. F. Fyles

3 P. Knox
6 C. Unsworth
9 W. Chatton
12 R. Palmer



A PORTION OF COLUMBIA STREET, NEW WESTMINSTER

Parcel Post Rates of Postage and Regulations

Articles of mail matter acceptable at parcel post rates include farm and factory products; merchandise of all descriptions, such as drygoods, groceries, hardware, confectionery, stationery (including blank books, etc.); seeds, cuttings, bulbs, roots, bedding plants, scions or grafts, and all other mail matter not included in the first class and not excluded from the mails by general prohibitory regulations with respect to objectionable matter. Parcels consisting of third class matter may be mailed at parcel post rates, or third class matter rate, at the option of the sender. Parcels containing intoxicating liquors or explosives are expressly prohibited.

A parcel post packet may be insured within Canada up to an amount of \$25.00, or the actual value of the contents, when less than the amount, upon prepayment of a fee of 5c in postage stamps; and up to an amount of \$50.00, or the actual value of the contents, when a less sum upon prepayment of a fee of 10c in postage stamps. This fee must be prepaid, in addition to the ordinary postage, by means of postage stamps, which the sender must offer to the carrier.

A parcel intended for insurance must not be dropped into a box or receiver. It should be marked with the word "Insured," and with the amount of the insurance fee the sender is paying, thus, "Insured, ten cents," and be handed into the postoffice or rural carrier and a certificate of postage obtained, bearing an acknowledgment that an insurance fee has been paid.

Parcel post packets totally unpaid will be sent to the Branch Dead Letter Office.

Parcel post packets cannot be registered. Parcels must be prepaid for mailing in such a manner that the contents can be easily examined. Sender's address should appear either on the outside or inside of the parcel.

The limit of weight of a parcel post packet is eleven pounds, and general limit of size in length is thirty inches in length by one foot in width of depth.



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Federated Association of Letter Carriers

A BENEVOLENT ORGANIZATION



CO-OPERATION and protection are principles that have bound individuals together since the history of organization, and upon just such principles was founded the Federated Association of Letter Carriers, a fraternal and benevolent organization of letter carriers and postoffice employees of Canada. Against the difficulties of its early inception, the fight against indifference, the dubious attitude at that time of the civil authorities, this Association has grown into a strong and dignified body of recognized proportions, and today co-operates with the individual carrier to better his working conditions, and to lend him or his loved ones a helping hand at a time when such help is needed.

To thoroughly understand the individual and collective benefits this Association has been responsible for, it is but necessary to compare conditions which existed before the birth of the F. A. L. C., in 1891, with the improved conditions of today.

The movement started at Toronto, where a call was sent out to every postoffice employing carriers—only 11 at that time. One hundred and thirty-eight out of a total of 376 carriers in the Dominion at that time answered. The following postoffices were represented: Toronto, Ottawa, Hamilton, London, Quebec, St. John, N. B., and Winnipeg. The delegates met at Toronto, September 15 and 16, 1891. W. J. Mankey, of Toronto, was elected President, and Alex. McMordie, of the same city, a man whose untiring efforts and generous interests have made the Association a grateful debtor, was elected Secretary, which office he ably holds to this day.

The mutual advantages of such an organization are apparent from the remarkable growth of from but 138 members at the first convention to the stated membership, on December 31, 1913, of 1710, to say nothing of the 263 porters and messengers who are also members of the F. A. L. C. At the present time there are 46 branches of the F. A. L. C. throughout Canada. The executive office remains at Toronto, while the President, Mr. W. H. Hoop, is located at Winnipeg.

The direct benefits accruing to each member of the F. A. L. C. are stated as follows: The object is to maintain constantly a fund from which is paid a sum, not exceeding \$1,000, to the designated beneficiary of each deceased member. The amounts paid to the families of deceased members during the last two years aggregate \$17,104.25. The cost membership consists simply of the advance assessment of \$1.00 per capita, and the medical examination fee. On the death of a member a special assessment of \$1.00 is levied, and the beneficiaries receive amount of this assessment up to, but not exceeding, one thousand dollars. There is no assessment levied, however, while a sufficient amount remains in the benefit fund to pay a death claim. The Association also plans to give moral, social, intellectual, as well as material aid to its members. It is recommended for its simplicity of organization, is extremely careful in the selection of members, and economical in management.

Another and very important concession, granted on account of the persistent efforts of the F. A. L. C., is a contributory retirement fund with the prospects of a better form of superannuation being placed on the statute books during the course of the year. This feature alone—the assurance of being properly cared for on a retirement pension after a period of service—can be directly traced to the F. A. L. C. The Association has also been

(Continued on Page 60)

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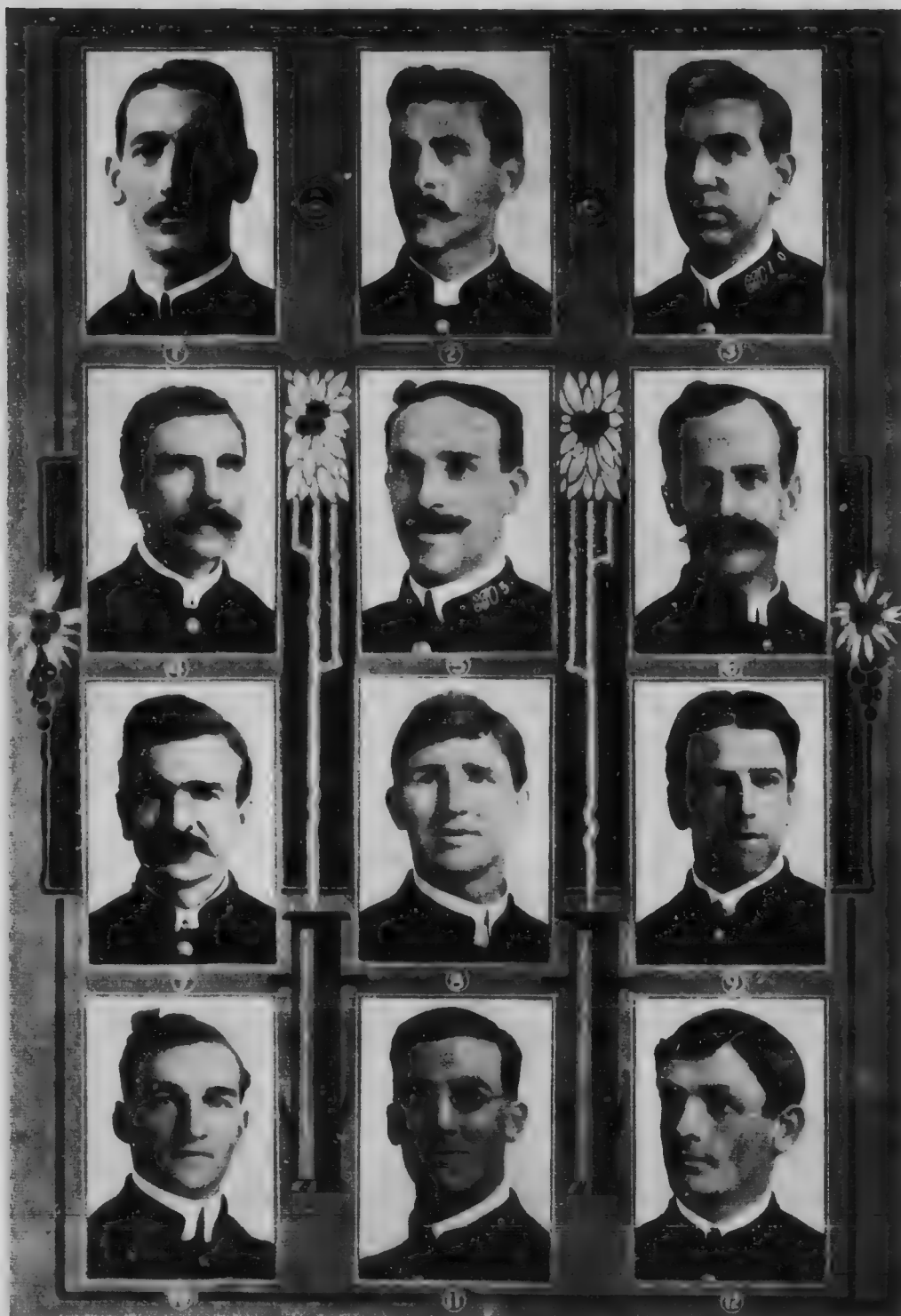
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10. K. E. Pooke

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5. A. Colquhoun
8. A. Hicks
11. T. Fyles

3. A. W. Puttick
6. A. E. Worster
9. J. Jamieson
12. H. S. LeMessurier

Postal Clerks' Association of Western Canada

The Postal Clerks' Association of Western Canada, of which the Vancouver Association is a branch, was formally constituted on the 19th day of June, 1913. Previous to this a local Association had existed at almost every office throughout the Dominion, these Associations meeting with many and varied degrees of success, and several of them had almost succumbed, though they clung to existence with a wonderful tenacity.

In the year 1913 a movement was inaugurated amongst the offices in Western Canada, with the object of uniting the various bodies into one General Association, and formulating a propaganda which would be acceptable to each and all. To this end, a convention was held in the city of Calgary on June 15th, 1913, and delegates attended from all city and semi-staff offices from Port Arthur, Ont., to Victoria, B. C. This convention was a complete success, and, after drawing up a Constitution, a summary of the programme to be adopted by the Association was decided upon, each branch agreeing through its delegates to support the decisions of the convention in their entirety.

In nine months, the members of the various branches were unanimous in their approval of the course adopted, the co-operation of the different Associations having given a guarantee of success which formerly was entirely lacking. The policy of the Association was well defined at the 1913 convention as "The greatest good for the greatest number," and by adopting this, and uniting together, the Postal Clerks of Western Canada have advanced far along the path of progress to better conditions, officially, socially, and fraternally. For it must not be forgotten that the Association, while working for the improvement of the status of the postal clerk, has also its fraternal side, which seeks to bring the members into closer touch with one another outwith their employment. During the past winter social gatherings have been held in almost every city, and that which was held under the auspices of the Vancouver branch was the largest social gathering ever held in Vancouver in connection with the postal service. It is the intention of the Executive to foster the fraternal side of the organization as much as possible.

Before entering upon the history of the local branch, it may be advisable to give briefly the aims and objects, and a few statistics regarding the general Association. As laid down in the Constitution, the objects are: "To unite fraternally all postoffice employees who are eligible to membership; to secure, through co-operation with the Postoffice Department, the classification of postoffice clerks, with a view to securing more equitable salary rates, regulation of hours of labour, the upholding at all times of the Civil Service Rules and Regulations, and such other objects as may from time to time arise."

The total membership is well over 500, representing almost 99 per cent. of those eligible. However, Winnipeg leads the way with the largest membership, with Vancouver a good second, while Calgary and Edmonton seem to strive with each other for third place. For the year 1913-1914, the officers are as follows: President, W. L. Tuck, Calgary; Vice-President, F. R. Sutton, Winnipeg; Secretary, J. W. Green, Winnipeg (to whose untiring efforts much of the success of the Association is due); Treasurer, A. S. Black, Vancouver. The provinces of Saskatchewan, Alberta and British Columbia are under the presidency of F. R. Argue, Regina; H. D. Talbot, Edmonton, and G. C. Blomfield, Victoria, respectively.

(Continued on page 58)

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FISHING

Even greater than the renown for its big game is the renown which its rivers and lakes have earned for the Province as a fishing country. Apart from their numbers and size, the fish found in its waters are of the "gamest" description, giving excellent sport before being finally gaffed.

YACHTING

The blue waters of the Gulf of Georgia, partially sheltered by the mountains of Vancouver Island, afford excellent sailing grounds for many fine yachts owned by residents of Vancouver and Victoria. During the summer months, yachting is a popular pastime on the Pacific Coast. Electricity has gained the favor of many folks, and there are probably three times as many motor-driven boats as sailing vessels. Vancouver is the home of a large yachting club, and regattas are held each summer.

ROWING

Excellent facilities are afforded for boating by the waters of Burrard Inlet and the sheltered reaches of the North Arm, and this exercise has become a favorite occupation with Vancouver people in their leisure hours. The two rowing clubs in Vancouver are: "Vancouver Rowing Club," "Burrard Inlet Rowing Club."

MOUNTAINEERING

Although the mountains of British Columbia do not attract theordes of climbers that yearly ascend different peaks in the European Alpine district, they are nevertheless visited by mountaineers from distant parts of the world, while their ascent is a favorite recreation of many people of Vancouver. So far only one climbing club has been formed, bearing the title of the "British Columbia Mountaineering Club," with headquarters in Vancouver.

BASEBALL

The game has obtained a very strong hold throughout the Province, and practically every town possesses its baseball team. In Vancouver alone there are close upon ninety clubs competing in different leagues. The two leading clubs, Vancouver and Victoria, are both professional organizations and play under the auspices of the NorthWestern League, which includes several American teams.

(Continued on Page 63)

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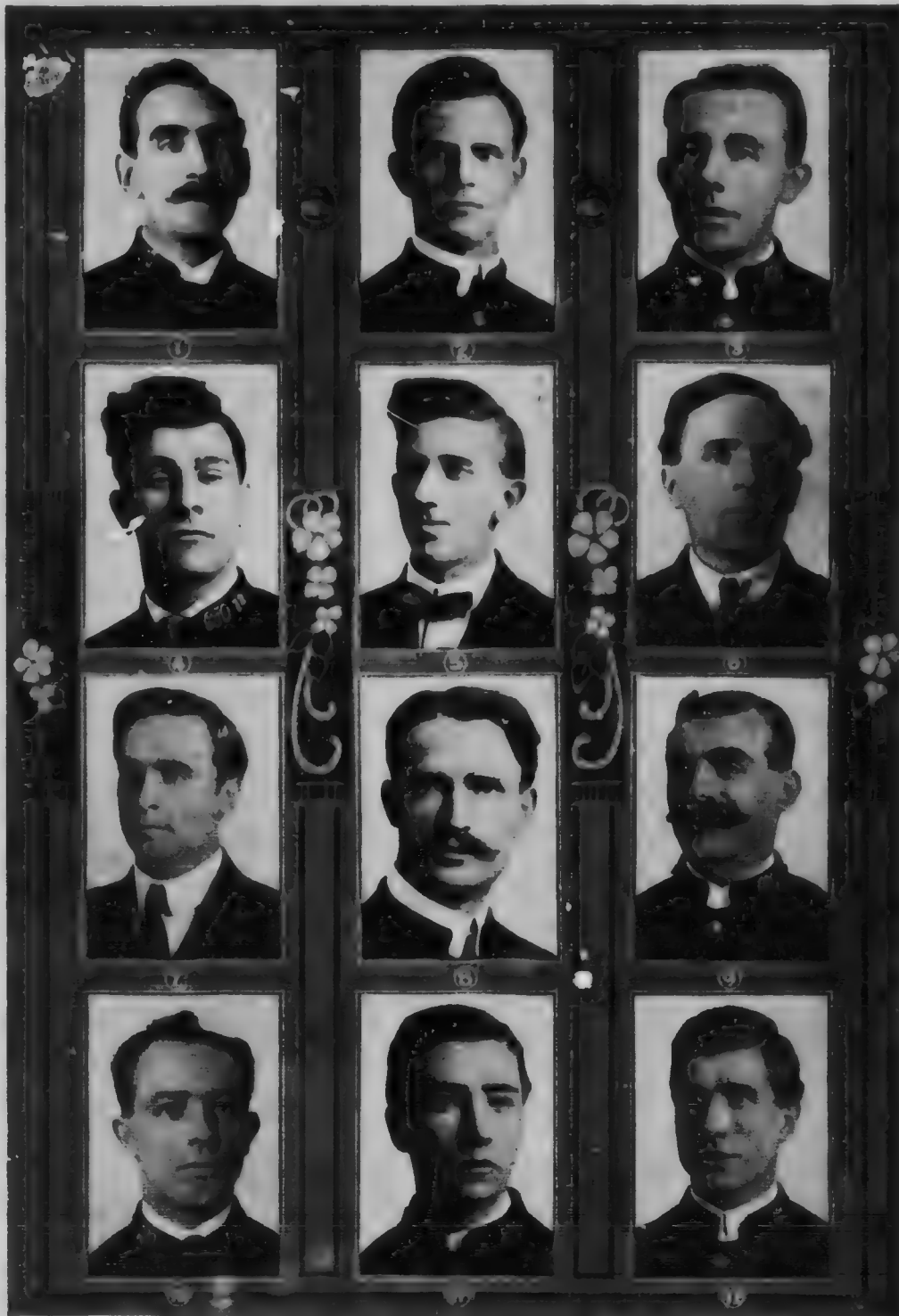
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10. A. J. Tole

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5. J. Wright
8. W. Shandley
11. J. McDonald

3. S. Brooks
6. E. Manders
9. J. Rickson
12. T. Newbold

Postal Clerks' Association of Western Canada

(Continued from page 53)

It might be mentioned, in passing, that the delegates attending the 1913 convention were also representative of almost every country where the English language is spoken. It has been agreed that the convention be held annually, and the delegates for 1914 will convene in Edmonton on June 18th. The officers of the Association take this opportunity of acknowledging the courtesy extended to the various branches by The Hon. L. P. Pelletier, Postmaster General, during his tour in Western Canada in 1913, and also by the various Members of Parliament and Postmasters who have evinced a desire to effect an improvement in the service conditions of the indoor staff of the postoffice.

The history of the Vancouver Association has been somewhat brief and uneventful. The first meeting was held on March 20th, 1911, when it was decided to form an Association amongst the clerical staff, the first President being Mr. James Rutherford, clerk in charge of the Despatch Branch. This Association accomplished but little, and on November 21st, of the same year, it was decided to draw up a new constitution and to form the "Vancouver Postal Employees' Association." Like its predecessor, this also had a struggle for existence, though a wave of enthusiasm was stirred up in March and April, 1912. The membership, however, declined, and towards the end of 1912 no meetings were held. Early in the spring of 1913 the Association was resuscitated, and since that date has gone steadily forward. The proposal to amalgamate with the Associations at other offices came as a great stimulus, and in May, 1913, a meeting of practically the whole of the clerical staff decided to lend its aid to the movement, and a delegate to the convention was chosen. On July 2nd the report of the convention was submitted, and the Vancouver Association was formally constituted as a branch of the "Postal Clerks' Association of Western Canada."

There is every reason to believe that much good will be accomplished in the near future. The co-operation of the various branches has given to the Association the surety of success, and this is reflected in the attitude of the members. Never before has such support been accorded, and, if continued, it must result in an improvement which could never have been accomplished otherwise.

The officers of the Vancouver Branch for the present year are Mr. H. S. Lyon, President; has been in the service since 1906 and has charge of the Parcel Post Department. Mr. J. W. Jones, the Vice-President, has been in the Vancouver office since 1904, and recently was promoted to the Inquiry Department. Mr. Jones has been Vice-President of all the various Associations which have existed in the Terminal City. The Secretary, Mr. A. S. Black, of the Accountants' Branch, who is also General Treasurer of the P. C. A. W. C., is comparatively new to the service, having joined in 1910. Mr. Black has been Secretary of the Vancouver Association since 1911. Mr. F. E. Carr, Treasurer, like the President, has been in the service since 1906. Mr. Carr, who has charge of the Registered Letter Delivery, is a son of Mr. G. P. Carr, one of the pioneer letter carriers in the city. Mr. Carr, Sr., has been in Vancouver since 1895.

In conclusion, it may be interesting to mention that the Clerks' Association has agreed to co-operate with the Vancouver Branch, F. A. L. C., in local affairs and in matters of mutual interest.

The Executive Committee of the Vancouver Branch, P. C. A. W. C., wish to thank Branch 12, F. A. L. C., for the courtesy extended them by inserting this notice of the indoor staff's Association in their Souvenir Book, and they trust the relations between the two Branches of the Service in the Vancouver office may always remain as cordial as at present.

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Any postoffice within 20 miles, including place of mailing	\$0.05	\$0.06	\$0.07	\$0.08	\$0.10	\$0.12	\$0.14	\$0.16	\$0.18	\$0.20	\$0.22
Any postoffice beyond 20 miles, but within the Province of British Columbia	.10	.14	.18	.22	.26	.30	.34	.38	.42	.46	.50
Any postoffice in Alberta	.10	.16	.22	.28	.34	.40	.46	.52	.58	.64	.70
Any postoffice in Saskatchewan	.12	.20	.28	.36	.44	.52	.60	.68	.76	.84	.92
Any postoffice in Manitoba	.12	.24	.34	.44	.54	.64	.74	.84	.94	1.04	1.14
Any postoffice in Ontario or Maritime Provinces	.12	.24	.36	.48	.60	.72	.84	.96	1.08	1.20	1.32

The maximum charge on any parcel shall not exceed 1 cent an ounce.

This rate also obtains in cases where the 20-mile area extends into an adjacent province

NOTE A.—During the organization period covering the months of February, March and April, 1914, an additional fee of FIVE CENTS, to be prepaid by postage stamps, will be charged on each parcel mailed for local delivery in places where the letter carrier system is in operation.

NOTE B.—During the months of February, March and April, 1914, no packet will be accepted for transmission by parcel post weighing more than six pounds

NOTE C.—An additional charge, to meet the extra cost of transportation, will be made on parcels addressed to or posted at offices in certain outlying districts when such parcels have to be conveyed more than 100 miles by a continuous stage service, such districts to be designated by the Postmaster-General.

Postoffice Department, Canada, Ottawa, January 1st, 1914.

"LOUIS P. PELLETIER,"
Postmaster General.

Federated Association of Letter Carriers

(Continued from Page 50)

responsible for the eight-hour day, the various increase in wage directly to the carriers, and indirectly responsible in benefitting the conditions of employees in other departments of the Civil Service as well; also various other reforms and improvements ranking in importance with these.

The different branches of the F. A. L. C. are also affiliated with their respective Trades and Labor Councils, which brings representation to the Association at each Trades and Labor Congress. An effective instance of this is evidenced by the encouragement given a representative carrier at the 1913 Trades and Labor Congress when he asked the Government for a new superannuation policy.

The conventions of the F. A. L. C. are held bi-annually, the last being held at Winnipeg, holding the record of the largest attendance in the history of the Association. The next will be held in Vancouver in the early fall of 1915. The carriers of Vancouver, Victoria and New Westminster effected an organization in 1913, agreeing to hold semi-annual conventions with each other, so that this intercourse, and mass meetings from time to time, adds a feature to the F. A. L. C. which has been left to the last, but which certainly is not least, namely, that of fraternal fellowship. It brings the members together at the conventions—ideas are exchanged—friendships made—while the inspirational effects of meeting co-workers on a ground of mutual interests makes not only better carriers, but better men.

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Facts and Figures About Vancouver

Population:	
1900	24,750
1913 (Greater Vancouver estimated)	200,000
Bank Clearings:	
1912	\$645,118,870.00
1913	606,899,710.00
Building Permits:	
1902	833,607.00
1913	10,423,197.00
Customs Receipts:	
1904	1,608,066.15
1913	9,278,826.04
Exports and Imports:	
1907	Exports. Imports.
1913	\$ 4,838,275.00 9,447,060.00
1913	11,077,421.00 44,361,962.00
Assessment Figures:	
1901	20,233,130.00
1913	226,845,193.00
Vancouver has 19 financial organizations operating 61 banks.	
Vancouver has 23,000 telephones in the city proper, operated through four exchanges	
Vancouver has 178 industries, with a capital investment of \$22,815,375.00; an annual output of over \$16,000,000.00; an annual payroll of \$6,500,000.00.	
Vancouver improvements include: Paved streets, 49.3 miles; rocked streets, 141.5 miles; cement sidewalks, 191.3 miles; sewers, 153.3 miles; water mains, 259.1 miles.	
Vancouver has 111 miles of city street car tracks, connecting with 155 miles of interurban tracks. During 1913 over sixty million people were carried on the mainland lines.	
Vancouver consumes 36,000,000 gallons of water daily.	
British Columbia's Production Under Its Four Principal headings:	
Minerals	\$ 32,600,000.00
Fisheries	20,000,000.00
Timber	28,000,000.00
Agriculture	21,000,000.00
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Manager Vancouver Branch.



INTERIOR VIEW IMPERIAL BANK OF CANADA

Vancouver and Environs

(Continued from page 56)

LACROSSE

There are few games requiring more stamina, skill and pluck than the national pastime of Canada, and Vancouver is justly proud that it earned the Minto Cup during the season of 1911.

HOCKEY

Ice hockey, so largely played in Eastern Canada, has to a certain extent been restricted here through the absence of ice. Vancouver now possesses in the Arena Rink the largest artificial ice rink in the whole of Canada, and some very fine games are played every season.

ASSOCIATION FOOTBALL

Association football has a firm footing in Vancouver. Two leagues have been formed among the amateurs in Vancouver, a senior and a junior organization.

RUGBY FOOTBALL

Vancouver is the centre of the game. The first match played between Vancouver and New Westminster took place in 1887, the former club being victorious by 8 points to 3. Since that time New Westminster has dropped out of Rugby circles, but the game has thrived in Vancouver. A series of matches are played annually between Vancouver and Victoria.

GOLF

The game is making considerable headway. It is beginning to appeal more strongly, and some very creditable players are residents of Vancouver. The Jericho Country Club is the oldest club in Vancouver, which possesses a course of 9 holes. British Columbia Golf Club is now playing on a 9-hole course.

CRICKET

The national game of England is sadly hampered by the difficulty of obtaining good playing areas. There are, however, various clubs in Vancouver, Victoria and Nanaimo, and a tournament is held every year either at Vancouver or Victoria.

TENNIS

There are many tennis clubs in Vancouver, but the principal club takes its name from the city, while "Brockton Point" is almost equally prominent. A tournament, open to all comers on the Pacific Coast, is held annually at Vancouver.

HORSE RACING

At present the annual race meeting extends over 60 days. The race meetings are conducted under the auspices of the Vancouver Hunt Club, the rules of the Pacific Coast Jockey Club prevailing. The racecourse, Minoru Park, is situated on Lulu Island, and is 11 miles from Vancouver by the British Columbia Electric Railway.

VANCOUVER

Vancouver Athletic Club was established in 1906. The gentleman responsible for the club's existence was the late Mr. Albert Larwell, well known to all athletes in the Province. The membership of this club now stands at about 500.

English Bay and Stanley Park

THE CHILDREN'S PARADISE

EGLISH BAY is the answer to that welcome and sometimes puzzling question, "Where shall we spend a few pleasant hours?"—a question that awakens the interest and brightens the eyes of so many. It is the answer because one can enjoy the sea, with its bathing, sailing and deep water fishing, and, through having Stanley Park as its nearest neighbor, with 1,000 acres of beautiful picnic grounds, its zoo, etc., it possesses all the characteristics that enter into making an ideal pleasure resort—a place to which one may take himself for rest and recreation, and find the fullest satisfaction.

Although Stanley Park does not possess many of the unique features of Yellowstone Park, it probably is the second largest natural park on this continent. Covering an area of 1,000 acres, it has nine miles of splendid automobile roads, and numerous walks, which might be called "Cupid's happy hunting ground."

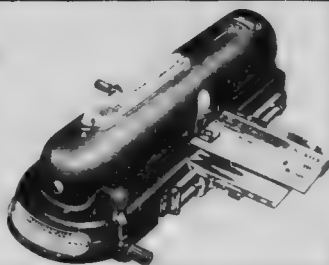
Vancouver is indeed lucky, for it possesses 17 parks, which have a total area of 1,144.1 acres. Most of these parks have well-appointed playgrounds for children.

Speaking of children, it will be interesting to know that there are 13,000 children enrolled in Vancouver schools. These schools are built of brick and stone, and present a very commanding appearance. The schools are of a modern type and possess large, sanitary rooms and large playgrounds. In addition to the public schools, Vancouver possesses many private schools; and with the University of British Columbia, which is being erected on a site of 270 acres, Vancouver can undoubtedly claim the name of an educational centre.

Churches—Vancouver has many, and nearly every denomination is represented. Many of the churches are of a handsome architecture that would do credit to a city a century old.

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VANCOUVER, B. C.

Vancouver Police Force



VANCOUVER police force is regulated by a Board of Police Commissioners. It is necessary that every member's physique, courage and resource be of the best.

Rigorous as is the law respecting immigrants and the exclusion of "undesirables," it has been impossible to keep the Province entirely free from criminal element.

In Vancouver the effect has been to make the force the strongest in Canada in proportion to the city's population, there being one policeman to every 500 people. In Toronto there is one to every 773 of the population; in Winnipeg, one to every 860 people, and in Montreal, one to every 776 people.

The strength of the Vancouver constabulary at present stands at about 275 men. Of this number, quite a few are mounted. Every man is well armed with baton and revolver, and is of fine physique, the police regulations calling for 6 feet in height, a chest measurement of 37 inches, and a minimum weight of 165 lbs.

Everything is done to keep a man in perfect condition, a course of rigorous drill and exercise being systematically followed out.

For the purpose of thoroughly adequate supervisors, the area for which the city police are responsible has been divided into sections, each with headquarters of its own. In each district are a number of electric patrol boxes, which altogether number well over 100. These boxes are fitted with telephone connected with the different stations, thus allowing the patrolmen to be in constant touch with headquarters. Most of these are supplied with bell and a light. In the event of an arrest, the officer is not allowed to walk the culprit through the streets (a disagreeable sight, seen in many cities older than Vancouver), but must telephone for one of the motor police wagons, in which his charge is conveyed to the station.

The department is also equipped with a patrol boat, which renders the community useful service in frustrating the raids of marauders on the various craft moored in Burrard Inlet and Coal Harbor.

Another duty delegated to the police is that of conveying people who are injured in the city to various hospitals, a motor ambulance having been provided for this purpose.

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New Westminster, B. C.

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NEW WESTMINSTER



NEW WESTMINSTER, B.C., From the Water Front

Connected with Vancouver by three electric lines, giving a fast fifteen-minute service between the two cities, New Westminster is making progress contemporaneously with the larger city. The land between the two is being taken up rapidly, so that there is today a straggling series of houses all along the central radial. In a few years the gaps will fill up, and there will be one big metropolitan district, even though the cities retain their identity. New Westminster, being located on the high northern bank of the Fraser, offers attractive residential properties.

According to the population, the city has a respectable number of industries, and the prospects are bright for additional factories. Of course, a number of the industries are small; but they are the beginning of greater things.

New Westminster has already in its vicinity what is claimed to be the largest lumber in the world—the Fraser Mill of the Western Canadian Lumber Company, employing over a thousand hands, and having a capacity of 300,000 feet per day of ten hours. The Small & Bucklin Saw Mill Co., also at New Westminster, employ 744 men, with a capacity of 125,000 feet per day of ten hours. The other mills are near at hand—one at Sapperton and the other at the end of Lulu Island.

There is also in New Westminster extensive machine works, car building shops and cold storage plants. The activity of the city itself is reflected in the erection of large, commodious office buildings. The population, which stands at 17,500, is increasing at the rate of one thousand a year.

Over three million dollars have been expended during the past three years in street improvements, improved sewage system and electric lighting system, while the waterworks system from Coquitlam Lake has been relaid with thirty-inch pipes.

A spirit of optimism is prevalent, based on assured developments in railroad and harbor facilities and the advent of new industries, while the works at Coquitlam will be of immediate benefit to the place. Based on all these considerations, there would seem to be a considerable margin for improvement in prices in New Westminster realty.

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Coquitlam—Site of C.P.R. Terminals

The City of Port Coquitlam is situated seventeen miles from the City of Vancouver, upon the main line of the Canadian Pacific Railway. Incorporated during the year 1912, it embraces a comparatively small area and includes within its boundaries the old village of Westminster Junction.

Since its beginning, some three years since, its growth has been exceptionally rapid, the population in November, 1911 (before incorporation) being 300—from that date its development has been very marked, the present population being about 2,300 inhabitants.

Port Coquitlam has been chosen by the Canadian Pacific Railway Company as the site for its Pacific Coast operating terminus, for which purpose the Company has obtained and set aside 628 acres of land, upon which it is its intention to construct and erect, as occasion demands, many miles of tracks, shops, repair shops and all those things necessary to a great railway terminal.

The city has exceptional transportation facilities, having the ample resources of the C.P.R. for rail, and the Pitt and Fraser River for the water route. An electrical line will shortly be built by the Government from Mission to Vancouver, which will run through the centre of the city.

The high tension power lines of the Western Canada Power Company pass through Port Coquitlam on their way to Vancouver. This gives evidence that ample electrical power is available for manufacturers, etc.

The Coquitlam Shipbuilding and Marine Railway Company, Limited, is a growing concern, located on the Pitt River. It recently constructed and launched the largest schooner yet built in British Columbia, for ocean traffic. The vessel has been chartered for Australia.



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VICTORIA, B.C.

To The Island Improvement and Development League :

Victoria, the city beautiful (likewise the city commercial), was founded by the Hudson's Bay Company in 1842. The shrewd foresight of this phenomenal organization, in selecting as sites for their important posts what are now the locations of the great cities of Western Canada, is nowhere more strikingly shown than in their selection of Victoria, the city that is destined to become one of the greatest Canadian ports on the Pacific Coast.

From the day of its founding, its growth has been steadily keeping pace with the development of its immediate hinterland. For Western Canada it is known today has only recently been discovered, too recently for Victoria to receive any substantial commercial impetus from any but its closely contiguous territory. And the fact that a mere beginning in the development of the resources of a small fraction of its hinterland has produced in Victoria a city of 80,000 people is significant of a remarkable future.

Victoria's growth, gradual and steady for over half a century, has shown remarkable gains in the last four years. This is a result of a larger influx of capital for the development of fish, timber and mineral resources, more settlers for the development of agriculture, a more general knowledge abroad of the city's infinite superiority as a place of residence, and, probably most important of all, the building of the new transcontinental railway systems across Canada and on Vancouver Island, together with the increased and improved transportation by water.

This growth is evident everywhere. The city assessment is an example. In 1909 the assessed value of Victoria City property was \$28,329,190. It increased during 1910 by over 50 per cent. to \$45,000,000, and at the end of 1911 it stood at \$60,007,985, or more than twice the total for 1909. For 1912 the real estate is assessed at \$71,670,770, and improvements at \$17,071,360, a total of \$88,742,130.

For the distinguished character of her buildings Victoria is justly celebrated. Right before the ocean gateway of the city lie the noble and beautiful Legislative Buildings of the Province of British Columbia, an architectural achievement that commands the highest admiration of visitors from all parts of the world. From a different angle the visitor is likewise confronted with the stately Empress Hotel, while further around the semicircle to the left, the Post Office and Customs House, with other fine buildings recently completed and those under construction, complete a composite picture of architectural beauty rarely equaled.

Other outstanding structures of the near future will be the new David Spencer Department Store building, which is to cost \$2,000,000 and the new store of the Hudson's Bay Company, which, on a large scale, will typify all that is the finest and best in modern department store building.

Continuing to trace the features that exemplify Victoria's rapid and substantial development, we notice the increase in customs receipts. For 1909 these amounts reached to \$1,638,175.17. In 1910 they increased by more than a million dollars. For 1911 they reached a total of \$3,471,619.47, or considerably more than twice as much as the total for 1909.

Another department of activity, the electric tramways, tell the same story of progress. During 1909 the B. C. Electric Railway Company in Victoria carried 5,093,509 passengers. This increased in 1910 to almost five and a half million passengers, while in 1911 it jumped to over eight million passengers, which shows an increase of over 51 per cent.

The same large increases that indicate growth in other departments are characteristic of the financial institutions of Victoria. Bank clearings are a reliable index. In 1909 the total reached \$70,695,882, the year 1911 shows an increase of over thirty-one millions over the amount for 1909. Practically all the large financial institutions of Canada have large offices in Victoria, and many of the British and United States institutions are represented directly or indirectly. The per capita wealth of its citizens is high, probably the highest of any city in the world.

And by reason of that fact many of its prominent citizens direct the destinies of various industries and financial institutions remote from Victoria.

While Victoria is not an industrial city, its manufactures are nevertheless many and varied. These include machinery, paint, soap, chemicals, canned fish and fish by-products, clothing, pottery, brick, lumber and cement, confectionery and cereal food products.

The total number of manufacturing institutions in Victoria according to the last census was 54; total capital, \$10,246,340; employees, 2,169; wages, \$887,748; annual production, \$4,244,034.

As a wholesale centre Victoria possesses unique advantages which are coming to be more clearly realized as the opening of the Panama Canal draws nearer. Water transportation makes it easy not only to supply Vancouver Island but also the whole of British Columbia from Victoria. The unusual conveniences of the harbor for Pacific shipping gives the wholesaler a striking advantage in the getting of his goods, and this advantage will be infinitely greater when the shipping of the eastern America and Europe can pass through the Panama Canal.

With the commanding advantages of a commercial city Victoria combines a residential charm that makes it the mecca of people of means who wish to establish ideal homes in the finest environment. The far-famed climate is not least among its attractions. The inhabitants of other cities may swelter in the heat of summer or chill with the cold of winter. They may be hemmed in with snow; they may be subject to destructive storms or cyclones; they may be deluged with rain or scorched with perpetual heat. But the people of Victoria enjoy a climate without extremes, without thunder storms, cyclones or blizzards, with ample but not excessive rainfall and unusually large proportion of bright sunshine throughout the year.

The reason for this remarkable climate of Victoria is due to the fact that the warm Japan current which, flowing up the coast from the tropics, carries with it a breath of eternal summer while the heat of the usual Canadian summer is tempered by the presence of the ocean and the snow-capped Olympic Mountains across the Straits of Juan de Fuca.

It will naturally and rightfully be inferred that Victoria is a city in which life is enjoyed to the full. It is the playground of Western Canada. The splendid roads which lead out over Vancouver Island make it a veritable Paradise for the automobile enthusiast. The rugged mountains, the mirrored lakes, the turbulent streams, the towering trees and fascinating oceans charm the soul of everyone who has the least appreciation of the splendid and the beautiful.

(Continued on page 71)

VICTORIA, B.C.

(Continued from page 70)

Victoria's keenest interest in sport is evidenced by the large number of sporting associations. There is the James Bay Athletic Association, the Motor Club, the Cricket, Lacrosse, Trapshooting, Tennis, Ice Skating (on artificial ice), Baseball, Hockey, Bowling, Angling, Swimming and Bowling on the Green organizations.

Added to its superior natural advantages is the fact that Victoria has been the capital city of British Columbia. Obviously this fact tends to enhance the club and social life of the city. Of clubs there are the Union and the Pacific; the Canadian Club of national and patriotic purpose; Alexandra Club, the leading women's club; and the Arts and Crafts Club, the Natural History Society, the Arion Club, the Victorian Choral Society, Victoria Literary Society, Victoria Chess Club, and many others representing every phase of life in the city. Social conditions may be inferred from the fact that it is an Anglo-Saxon city, its citizens being mainly English and Canadians, with a small proportion of Scotch, Irish and Americans. A large proportion of the citizens are people of leisure and the standard of culture is high.

As an educational centre Victoria offers exceptional advantages. The efficient and well-equipped public schools are free and the high school is affiliated with McGill University, Montreal. The city is justly celebrated for its number of private schools of high rank. A fine well equipped library is a central point in the large intellectual life of the city. The city's churches represent every denomination and the united influence of these bodies is dominant in all things that affect the moral well-being of the city.

And now perhaps the greatest word about Victoria, the City Beautiful, remains unsaid. It is a city of wonderful commercial future, a city of infinite attractiveness to the tourist, but paramount above all it is a city of Real Homes. This will be evident to the most casual observer. Houses are not provided in Victoria for mere existence. They are transformed into homes, each with a distinctive name and characteristics all its own. They have ample room and breathing space. They are embowered in trees and flanked with flowers. The green velvet of her lawns is spotlessly kept. Every natural advantage, from a protruding point of natural rock to the patriarchal oaks, is used for the finest effects. And these ideal homes whose interiors equal or excel their outward beauties, look their chance through avenues of ancient oak, over fruitful valleys and rich plain, past blue stretches of water, and see the commerce of the continent passing and repassing and then beyond to the eternal snow of the world-renowned Mt. Baker, or the massive walls of white-crowned Olympics. Truly, say all who know, Victoria is a final triumph as a city of homes.



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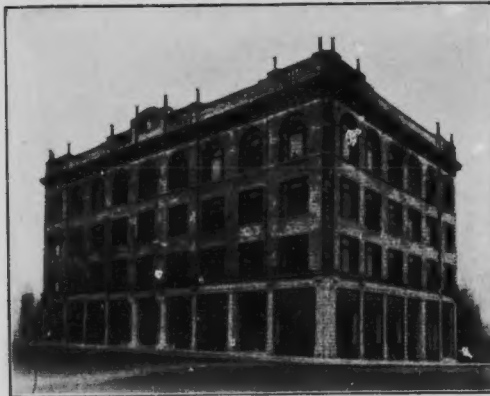
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(Continued from page 28)

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Patrick Burns, founder of the great Western enterprise known as Pat Burns & Company, tells us that the way to reduce the high cost of living is to tell every man we know to go out on the land and grow things; tell him to take a little bit of a ranch and grow some cabbages, raise a few chickens, keep a few milk cows and make some butter. He also states if he will do this that the firm of Pat Burns & Company will buy all the products of his labors. "Pat" Burns is known from coast to coast as the cattle king of Western Canada. In the year 1899 he established the firm of Pat Burns & Company at Calgary, Alberta. The well-founded ambition of Mr. Patrick Burns found fertile soil in every field wherever courage grows. The history of this firm is one of progress, for very little time elapsed before branch offices of the Pat Burns & Company were located in Vancouver and Edmonton.

The Calgary and Vancouver plants both have a capacity of 500 head of cattle per day, 500 sheep and 800 pigs, while the plant at Edmonton has a capacity of exactly one-half of the two larger plants. A visit to any one of these plants is a revelation. Sanitary and healthful surroundings are some of the points that strike a visitor forcibly. Cleanliness is the foreword throughout the entire Burns' organization.

The company maintains a chain of one hundred stores, one or more of which are to be found in all the leading cities of Alberta and British Columbia. From these stores the populace is supplied with the finest quality hams, bacons, lard, fresh and pickled meats, butter, eggs and poultry from their own ranches.

The stock that the company kills for the Western market is 90 per cent. Canadian raised, and the company caters to the Canadian trade only.

The firm is taking a great part in the upbuilding of the great Canadian West, and has on its payroll over 2,000 hands. The company also possesses some of the finest prize horses in Western Canada; and it is a real pleasure to see the grand turnout of their driver-salesmen, all dressed in white, driving handsome horses. One look at this turnout impresses upon us that cleanliness is next to Godliness.

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